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THE HONGKONG DISPENSARY.

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

HARROP—MARTIN—On February 2nd, 1910, by the Rev. Ch. Little, at the Church of the Assumption, JOHN BARRELY HARROP, manager of the Ayer Tawah Rubber Plantations, Siliwangi, Pong, eldest son of the late Mr. John Barrely Harrop, of Lancashire and London, to MABEL MARTIN, only daughter of Mr. Jules Martin, of Penang.

HONGKONG OFFICE: 10A, DES VUE ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 16TH, 1910.

Some day in the dim and distant future when the science of statistics is better appreciated in China than it is to-day, a Chinese statistician may be able to compute the amount of money expended annually within this vast empire on crackers. Even in Hongkong, where the firing of crackers is regulated to some extent by police orders, the reflection forces itself on the mind of every observer during the New Year festival that a very large sum indeed must be expended by the local Chinese population on exercising the evil spirits which are assumed to threaten their peace, happiness and prosperity. And when we reflect that this same practice is indulged in without restraint of any law or regulation by the population of every town and hamlet over an area of one and a half million square miles, the total expenditure on this indulgence by the people of China is seen to be enormous. The making of fire-crackers and fireworks is a big industry in China. We may learn from the Customs returns that China's export of this manufacture reaches a value of over four million taels a year, but that sum must represent a very small fraction indeed of the total value of the annual output. With the origin of the practice we are not acquainted. No doubt

it has its root in religion, and we have seen it suggested that it may have been born of that old connection between fire and soul in which the ancients believed. As a writer in the *Shanghai Times* remarks, at one period fire and the soul were held to be identical, and there was supposed to be a resemblance between the production of fire and the production of life. We have similar to this day bearing on this old-world doctrine. GOLDSMITH talks of "striking out life's taper to its close," and the "spark of life," the "vital spark," and other such expressions are household words. Naturally from the belief that life and fire were one, we have derived the belief in the healing properties of fire. We need scarcely add that there is a good deal of scriptural authority for regarding fire as a purifier, but if the Chinese were the inventors of fireworks—a suggestion arising out of the accepted fact that gunpowder was first made by Chinese—it must surely have been not the pyrotechnic beauty that stimulated the faculty of invention, but the noise. The Chinese have been described as "essentially a noisy people," and fire crackers as "a perfect apotheosis of noise." The origin of the time-honoured custom which demands the use of fire-crackers to put to flight the fell and foul spirits that love to lurk about the haunts of men, is, we are told, so ancient as to be lost in the mists of antiquity. It is not disputed, we believe, that great skill in pyrotechny was possessed by the Chinese long before the art was known in Europe. The writer of an article on pyrotechny in an old British encyclopedia makes an observation to that effect, and adds: "All those persons we ever conversed with who had been in China concurred in assuring us that the Chinese fireworks are at this day quite unrivalled in variety, splendour and beauty." In the account of Lord MACARTNEY'S embassy to China there is an amusing passage describing the contempt of the Chinese for the best English fireworks that were exhibited to them, and the astonishment of the embassy on witnessing a superb display of fireworks given by the Chinese in return. Though we get few opportunities in Hongkong of seeing any Chinese pyrotechnic displays comparable with the exhibitions given, say, in the grounds of the Crystal Palace, London, it is still a fact that the Chinese display a remarkable ingenuity in the manufacture of fireworks. But China's reputation to-day in this matter rests upon the cracker, whose popularity seems to be growing rather than declining, as it is in most other countries, and it would be interesting and instructive indeed to learn the approximate sum spent each year by the people of China on the exploding of crackers to ward off the evil spirits which are supposed to be over on the watch for an opportunity to rob men of all that goes to make them contented and happy.

Only two cases were set down for hearing at the Supreme Court yesterday.

The marriage of Dr. J. W. Hartley, Assistant Medical Officer of Health for Kowloon, and Miss Holmes of Kowloon will be celebrated at St. Andrew's Church, Kowloon, on Saturday morning.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 29th January amounted to 25,443.38 tons and the sales during the period to 19,898.85 tons.

It is expected that the model of the *King Alfred*, which proved such an interesting exhibit at the Naval Ball on Monday night, will be handed over to Osborne College when the flagship returns to England.

Captain J. G. Keogh, D.S.O., R.N. (retired), has come from England to proceed to Peking, where it is understood he is to act as adviser to the Chinese authorities on naval matters. This officer used to be well known on the China station.

As the result of a quarrel which occurred in an opium den a few weeks ago a native was removed to hospital seriously stabbed, and two coolies were arrested. They were charged before Mr. E. R. Hallifax at the Magistrate's yesterday, and the first defendant was sentenced to four months' imprisonment, and the second to three months.

The two Danes, M. Christensen and J. Bonnesen, who were arrested about a month ago for slowing away on the steamer *Collette* from Manila, were charged before Mr. E. R. Hallifax at the Magistrate's yesterday with obtaining a month's board at Zeland House by fraud. The defendants were convicted, and each was sentenced to one month's imprisonment.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

J. B. M. Smith, Esq.	100
H. Skatt, Esq.	100
Butterfield & Swire	100
Hongkong and Shanghai Bank	100
Reis & Co.	100
D. Sassoon & Co.	100
E. D. Sassoon & Co.	100

H.E. the Governor has promised to attend the performance of "La Marseillaise" at the Club Lusitano to-morrow night.

Professor Jay S. Rogers will lecture on "The Climax of Earth Life" at the Chinese Y.M.C.A. this evening and to-morrow evening.

The death occurred at On-ai-on, the 2nd instant of Mr. R. W. Harter, representative of the Manufacturers' Life Assurance Company. Mr. Harter was seized with a fit of apoplexy while in the Kiangwa Hotel, and succumbed almost immediately. The deceased was a native of Mansfield, Ohio, U.S.A., and was at one time connected with the Vacuum Oil Company. The funeral took place on the 3rd instant.

By kind permission of Col. Prior and the Officers, the Band of the 133 Rajputs, under Band Havildar Parth Damsal, will play the following programme of music at the King Edward Hotel during dinner to-morrow (weather permitting): "Vest I," W. Grant Jones Quintet; "Hungarian," Keler Bela; "Sole Les Oles," Jaroslava-Roma; "Selection," H. M. S. Pinfold; "Godfrey," Old Dame; "Trot," Van der Vliet; "Song Air," In L'ingualtina; "Gabriel," God Save the King.

The Japan Gazette announces the death of Mr. Gerardo Ferreira Gordo, a well-known and highly respected member of the Portuguese community of Yokohama, which occurred at 11 p.m. on the 2nd inst., at his residence on the Bluff. Mr. Gordo, who was fifty years of age, was born at Macao, and had been a resident of Yokohama thirty-six years. His first position there was with the Mercantile Bank, which he left in 1879 to join the Hongkong and with whom he remained practically up to the time of his death. For some time Mr. Gordo had been in ill-health, being a victim of asthma, but was able to continue his duties up to about three weeks ago. Mr. Gordo was a valued servant of the Bank, and was very highly respected by its large clientele, being most courteous and obliging to all who had business relations with him. He leaves two sons and three daughters, to whom the sympathy of many residents will be extended in their bereavement.

His Excellency gave an Official Dinner at Government House last night in honour of His Excellency Vice-Admiral Baron Kaminura, at which the following were present:—H.E. Vice-Admiral Baron Kaminura, Rear Admiral Nomaguchi, Captain Yoda, Commander Sato, Lieut. Commander Tajiri, Lieut. Imaura, Commander Minura, Captain Iida, Commander Shimomichi, Captain Tsuchiyama, Captain Tanaka, Captain Kaminura, Captain Yamaguchi, H.E. Vice-Admiral the Hon. Sir Hedworth Lambton, Captain Chikata Baker, Commodore, Mrs. and Miss Lyon, Miss Inglis, Commander and Mrs. Stevenson, Captain and Mrs. Inglis, Lieut. Wharton, H.E. Major-General Broadwood, Captain Tsuchiya, Major Hart Spynot, Mrs. Hubert Foster, Sir Henry and Lady May, Mr. Haselard, Dr. Ho Kai, Mr. Wei Yui, Mr. Fumaru, L. Liebert, Mr. and Mrs. Shellen, Mr. J. Martin, Mr. Takamichi, Mr. Kusumoto, Mr. Kobayashi, Mr. Oishi, Mr. Jamieson, Captain and Mrs. Dundas of Dundas, and Mrs. Fox.

OPIUM NOTES.

The opium revenue in India up to the end of December was 592 lakhs and the estimate was only 506 lakhs, so that there is a betterment of 86 lakhs of revenue on this account.

Reports which are reaching India regarding the extent to which China is carrying out her side of the agreement for reducing the opium traffic are understood to be so contradictory, that a Bombay paper, just at the question which the Secretary of State and the Government of India will be called upon to decide by the next year as to whether to continue the policy of reducing the Indian opium trade will be a difficult one. The ten per cent. annual reduction, it will be remembered, was undertaken by India for three years, of which the present year is the last. Subsequent reductions are to be dependent upon what China did in this direction in the interval, and it begins to look as if nothing short of a regular enquiry by the British Consul and Indian agents in the various ports, which would necessarily have to extend over a whole season to include both the Manchurian and South China group, would be sufficient to clear up the matter.

An extraordinary story of fraud in connection with the anti-opium movement in China, which at least partly answers the anxious questionings that are going on as to the genuineness of the reform, is given in a despatch by Sir Frederick Lugard. It appears that morphia is being consumed wholesale in China as a substitute for opium. Part of the morphia is openly sold as such, but "retailers" are concerned in the illicit form of so-called anti-opium pills, which are sold at an enormous profit as a cure for opium smoking. Dr. Graham Aspland of Peking, declares that tons of morphia tablets are being sold in China at the moment, even in remote country villages. Unscrupulous traders, who are distributing these anti-opium tablets, are simply making these morphia and ordinary household flour. The difference in the moral condition of the Chinaman who satisfies his craving with these tablets, or by bottles of Japanese morphia, from that of his fellow who goes on with his old opium habit is difficult to see. It is perfectly unknown—and these revelations prove it—that there is a big element of immorality in the Chinese anti-opium movement and as such is a serious huge renegade in order to further the regeneration of the Celestia, there is urgent need that the real extent to which the reform movement in China is genuine should be carefully investigated.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creams, Creams, Creams and Special Skin Tonic and Poudre. Creams will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd., Sole Agents.

TELEGRAMS.

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(REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS.")

THE NEW HOUSE OF COMMONS.

THE RE-SHUFFLE OF THE CABINET.

LONDON, February 15th.

It is officially announced that Mr. Winston Churchill has been appointed Home Secretary, Mr. Buxton, President of the Board of Trade, Mr. Pease, Chancellor of the Duchy of Lancaster, Mr. Herbert Samuel, Postmaster General, and the Master of Elibank, a Parliamentary Secretary of the Treasury.

The composition of the House of Commons is as follows:—

Liberals	274
Unionists	273
Labourites	41
Nationalists	52

Of the Nationalists 11 are O'Brienites.

The final election, that for the Orkneys, has resulted in the return of Mr. Wason (Liberal).

THE ANGLO-JAPANESE EXHIBITION.

LONDON, February 15th.

The Duke of Norfolk presided at a brilliant banquet attended by 500 persons in honour of Mr. Wada, the Commissioner of the Anglo-Japanese Exhibition.

His Grace, in giving the toast of "The Emperor of Japan," dwelt upon His Majesty's keen interest in the Exhibition.

Sir T. Kato, the Japanese Ambassador, who received a great ovation, said that Anglo-Japanese relations left nothing to be desired, but there was room for the development of commercial relations, and he was confident the Exhibition would be a success. It must be made the means of bringing the Island Empires together, morally, materially and intellectually.

The Lord Mayor, in proposing the health of M. Wada, said it was undoubted that the Anglo-Japanese Exhibition would be the finest in Europe.

Mr. McKinnon Wood said he believed the Exhibition would assist the valuable commercial relations already existing.

Mr. Kiraly, the organiser of the Exhibition, said it would be completed in every detail long before the opening and added that the bookings on the Continental railways were unprecedented.

Mr. Wada in his reply dwelt upon the enthusiasm shown in the Exhibition by the Japanese nation.

DEATH OF MR. ANDREW CRAWFORD.

AN OLD SERVANT OF THE N.Y.E.

The Japan Gazette reports the death of Mr. Andrew Crawford, chief engineer in the service of the Nippon Yusen Kaisha, which took place on the 3rd instant at the Yokohama General Hospital after an illness lasting a little more than a fortnight. Mr. Crawford reached Yokohama in the *Tambara-maru* early last month from Europe, and after the voyage to the north Mr. Crawford contracted a severe cold, and on returning to Yokohama it was necessary for him to enter the General Hospital. Complications developed, and notwithstanding the skillful treatment of Dr. Wheeler and careful nursing on the part of the hospital staff, the patient gradually sank, and, as stated, passed away on the 3rd instant at 4½ p.m.

Mr. Crawford, who was sixty-seven years of age, first came to Japan in 1878 as engineer in the service of the Mitsui Bussan Kaisha Co. When the Mitsui Bussan Kaisha was later amalgamated with the Nippon Yusen Kaisha, Mr. Crawford transferred his services to the latter company, with which he continued in active employment up to the time of his removal to hospital last month. During the past twelve years he has served as chief engineer on the *Tambara-maru* (Captain C. E. Butler), on the *European* (Captain C. E. Butler), on the *China-Japan* War and the *Japan-Japan* War, and on the *Japan-Japan* War. Mr. Crawford was employed as transport service being decorated by the Japanese Government with the Sixth and Fifth Orders of the Rising Sun respectively.

Mr. Crawford was very highly respected by his colleagues in the N.Y.E. service, by the company's officials, and by all who knew him. He leaves a widow (now residing at Middleborough, England), and a growing family of nine sons and daughters, to whom the sympathy of many residents in the Far East will be extended in their bereavement.

THE SERIOUS RIOTING AT CANTON.

SOLDIERLY V. POLICE.

(FROM OUR OWN CORRESPONDENT.)

The New Year festivities here have been sadly marred by serious rioting between the police and the newly-trained troops. On the day before the New Year a soldier went to a seat outside to get a name stamp. A price was agreed upon, but the work was badly done, and when the soldier went to get the seal he refused to pay the price demanded. There at once arose a quarrel between the two and a policeman interfered. The policeman and the soldier then came to words and with the assistance of other police the soldier in question and a comrade were taken to the police station. The next day many of the newly-trained troops entered the city and began to assault every policeman they met. They badly damaged the station in which the two soldiers were confined and set them at liberty. The news of this disturbance reaching the camp some hundreds of the troops at once went off without leave, and so serious an aspect did affairs assume that all the gates leading into the city were at once closed and no one was allowed to go in or out. This shows the extreme seriousness of the situation, as these gates are only shut in the day time in times of great peril from invasion, &c.

The rioting still went on in the suburbs and outside the East Gate. The next morning (Feb. 11th), the Warden of the Military School, together with an officer in high command among the newly-trained troops, went with a small guard to inform the Viceroy of what was happening. As they neared the gates they were mistaken by the Manchou guards on the top of the wall for a party trying to break their way in. The Manchous fired a volley and the Warden fell seriously wounded, and the other officer's left arm was shot off. The Warden's guard returned with the wounded men to the camp and demanded arms and ammunition to take revenge on the Manchous. The officer in charge refused to allow arms to be given out, whereupon the soldiers overpowered the officers, broke into the armoury, took away rifles and ammunition and returned to the City. They were unable to get in, but fighting with the Manchous on the walls and any police that came in sight went on all day. When the roll was called that night at the In Tung Camp more than 300 men were missing, and the bulk of those it is rumoured had gone off to plunder the surrounding villages.

All this time the officials appeared powerless to stop the rioting, and so useless were the military officers that they offered a free pardon to all who would return to camp.

Yesterday on the City gates were posted notices saying that in consequence of the disorder no one was allowed to go in, and that should any one attempt to force their way in they would be arrested and beheaded immediately. The excitement had so far subsided by yesterday afternoon that the gates were opened a little way at intervals to allow persons to enter the City. The Kaifong of Sap Pat Po recently removed the street gates, but yesterday they were placed back again.

Further serious trouble occurred last night. Some rioters, being the police on guard outside No. 5 Station (near the Ed Kwan Theatre), began to force at them for want of pick in their encounter with the soldiers. The police retaliated by arresting about 10 of the crowd. The people then began to collect in large numbers, and the situation was becoming serious for the police. The constables then discharged a volley into the crowd in the hope of driving them off. One man was shot dead and several were wounded. The people then charged the police, who scattered off as best they could—some out of back doors, some over the roof into neighboring streets. By this time the Taoist of Police and the Nam Ho Magistrate had appeared on the scene, and in spite of the Magistrate and Taoist they broke into the police station and wrecked it. They then set fire to the place.

To-day the City is quieter, but the gates are still guarded for fear that the deserters from the troops will return to plunder the place. Several hundred men are guarding the Viceroy's Yamen, the Provincial Treasury and the Mint.

There have been all sorts of wild rumours circulating during these three days—Foreigners to be massacred, the Provincial Government falling on the Hongkong Government for aid, or among the wildest. The affair as far as can be ascertained seems to have been entirely between the troops and the police, and there has been no outbreak of any anti-foreign feeling; but with the people as excited as they are and with the thousands of bad characters that are in the city for the New Year, there is an appalling what will happen if the authorities do not at once resort to strong measures.

THE CHINA STATION.

Mr. Fred T. Jans, who writes the column under the White Ensign in the *Evening Standard*, says that rumour has it that the *Scythians* and *Triumph* are shortly to be sent to the China Station, to which the *Minotaur* is also being sent away as flagship. The sending of the *Minotaur* to China is one of those inexplicable strategical moves which puzzle most people. She can be no great use out there, and her departure will mean the depletion by one of our already too small stock of cruisers in home waters.

NOTES FROM PEKING.

(FROM OUR OWN CORRESPONDENT.)

THE NEW POSTAL CONVENTION.

The Manchurian postal convention has been brought to a successful conclusion after twelve months' intermittent negotiations. Japan and China are now arranging the date of application, and when that matter has been decided the convention will be signed at Peking by Mr. Honda, Japanese First Secretary of Legation, and Mr. Piry, Postal Secretary of the Chinese Imperial Posts. It will be remembered that a little over a year ago Mr. Abe, who was then Japanese Secretary of Legation at Peking, began the negotiations with Mr. Piry. Japan agreed to allow Chinese mails to be carried by the South Manchurian railways, which was what the Chinese desired. Japan, however, claimed the right to maintain on the equal exchange basis sixteen post offices in Manchuria, namely, at the principal commercial cities in which foreign trade had been fairly established. China admitted that foreigners possessed the right to operate post offices at the Treaty Ports of China proper, but she argued that the Manchurian cities were on a different footing to Treaty ports in that as China had voluntarily opened Manchuria to foreign trade no treaty rights existed. She contended, therefore, that Japan's postal rights in Manchuria should be limited to seven cities, namely, Newchwang, Liao-yang, Antungshien, Tientsin, Mukden, Tieling and Changchun. Newchwang, of course, being a treaty port, did not come technically within the convention, but its inclusion made the situation more definite.

Japan drew attention to the Peking Agreement of December 22, 1905, and argued that "Opening to international trade," which is provided for in Art. I, ought to cover the establishment of such efficient postal services as were necessary to commerce. China was obdurate, however, and the *impasse* proved insurmountable for the time being.

The deadlock lasted some months, until, in fact, Mr. Honda relieved Mr. Abe as Japanese First Secretary of Legation. Negotiations were then resumed, China adhered to the former contention, and Mr. Honda, realising that the matter was urgent and fearing that it would resolve itself into an awkward diplomatic question, made the concession demanded by China. Consequently the negotiations were brought to a successful conclusion after five brief conferences.

The net result should be an efficient postal service throughout Manchuria; for China has secured the right to send open and closed mails and parcels over all the Japanese lines. Japanese post offices other than those at the seven centres mentioned may still cater to Japanese trade, but they will be merely railway offices. Both Mr. Piry and Mr. Honda are to be congratulated on the settlement of this difficulty. For it is, no doubt, a step in the direction of China's entry into the postal union, especially as Japan agrees to deal with China on the basis of the postal union to which China intends to become a party. Indeed Japan goes still further, for she drew attention to an agreement made ten years ago by which she undertook to withdraw all her post offices in China as soon as the other Powers would do likewise.

THE CONSTRUCTION OF RAILWAYS.

On the 30th ultimo a rescript was issued ordering the Board of Posts and Communications to take note of a Memorial presented by the assistant superintendent of the Ta Ching Bank. The Memorial stated that the merchants and people of Hupoh had "prepared" funds for the construction of the Hupoh sections of the Canton-Hankow and Hankow-San-chuan railway lines, and it hinted that as the merchant classes were prepared to build these lines themselves there would be not only no need of foreign funds, but that the official classes ought not to interfere. The command that the "Ta Ching Bank" should "take note" is a delightful thing, but it was quite in keeping with the "preparation" of funds, which apparently is another form of our old friend "promise." The Chinese Government, however, is becoming a little weary of the energetic provincials, who desire to do everything for themselves, and there is every reason to believe that the Government would sanction the loan if the group of foreign financiers could agree among themselves. It is true that the people of the provinces through which the Hankow-San-chuan railway line is to be constructed have made any number of protests against the use of foreign funds and have given many promises to raise the requisite money themselves, but the Government knows exactly how much reliance can be placed upon vapouring. But the deadlock that has occurred on the foreign side is quite opportune and the people are congratulating themselves on the score of having frustrated the loan.

In reality America's participation is indirectly the cause of the deadlock, for prior to the American demand Britain, Germany and France had completed their arrangements. America claimed half the line (the maximum, of course), and when the question of apportioning the line was considered it was at first thought necessary that each of the original participants should surrender a part. France, it appears, had not been liberally treated in the first instance and her representatives argued that England and Germany should provide for America between them. There the matter rests and opinions are divided as to whether the difficulty is a diplomatic expedient or not.

LATEST STEAMER MOVEMENTS.

The Bank Line Ltd. str. *Suerio* arrived at Victoria, B.C., on the 12th inst.
The T.G.M. str. *Lutetia*, which left here on the 12th inst. at 8 a.m., arrived at Shanghai on the 14th inst. at 6 p.m.
The Danish str. *Cathay* left Hong on the 14th inst., and may be expected here on or about the 16th inst.

SHIPPING NOTES.

A service of steam pilots has been organized to pilot vessels between Akkold Island and the roadstead of Vladivostok in and out, and within the roadstead. Vessels requiring pilots on arrival should enter Navadok Bay, Akkold Island. Those within the roadstead should hoist the pilot flag. The ice outside the island is 2 feet thick and has caused damage to no less than seven steamers, which are now being repaired in the harbour.

Captain Richard of the str. *Waikiki* has received a silver medal from the Viceroy of Canton for rescuing life off the Saddle in Angkor, 1908. Captain Walker of the *Licensing* has also been presented with a diploma for similar services in the Gulf of Pechili.

The following have passed before examining boards at the Harbour Office, Hongkong, and been awarded certificates: James Hall, as 2nd engineer; Alfred Lancelotti, as master; Edward Joshua Wyse Clements, as 1st engineer; Ronald Longton Jones, as 1st mate; Edward Burger, as 1st mate; Samuel Grant Mavor, as 2nd engineer; Gilbert Peter MoAdam, as 2nd mate.

The Ship Subsidy Bill introduced in the Washington House of Representatives last month provides an increase in pay to American ships for carrying the mails to South America, China, Japan, the Philippines and Australia, bringing it up to \$4 per mile for an outward voyage of 4,000 miles or more. An increased tonnage tax on the trans-oceanic trade is provided, and it is proposed to admit foreign-built ships to American register for the foreign trade. The author of the Bill, in an explanation of its provisions, said the proposition to increase the pay for carrying the mails is the most important feature of the measure. The Postmaster-General is authorized to pay second-class ships for carrying the mails the same rate of \$4 per mile that is now paid to first-class ships.

Mr. Humphrey points out that opponents of ship subsidy seem not to be aware that we already have the subsidy for first-class ships under a law enacted in 1891. This law, he claims, "is responsible for every American vessel on the Atlantic Ocean, and if repealed would cause the American flag to disappear from the seas within sixty days." The law of 1891, says Mr. Humphrey, defines a first-class ship as one of more than 8,000 tons and of twenty knots speed, which has been a high requirement that, vessels of that class have not found it profitable to engage in such American and Pacific Ocean trade. Mr. Humphrey proposes in his Bill to give the same subsidy to vessels of 5,000 tons capacity and of sixteen knots speed. The Bill lays many requirements for vessels before they can obtain the subsidy. The ship must be built according to plans approved by the Secretary of the Navy, of iron or steel, and with a view to their use in time of war, and be able to carry four or more ounces of not less than six-inch calibre. They must at all times be at the disposal of the Government. They must carry American boys and train them in seamanship, and be offered by American citizens and have crews composed of 50 per cent. or more of American sailors. The vessels cannot be sold without the consent of the Secretary of the Navy. Mr. Humphrey adds: "It might be well to add for those who have been declaring that the proposed legislation is to benefit existing lines that not a ship now running can take advantage of the provisions of the Bill. Neither need any of the 'watch-dogs' of the Treasury exercise their lungs, for there is no danger of national bankruptcy. It is specially provided that the amount that can be expended in any one year shall not exceed the estimated revenue from the foreign mail service for that year."

Mr. Humphrey's measure proposes to bring into the National Treasury about a million dollars annually through increased tonnage tax on vessels engaged in the trans-oceanic trade, "every dollar of which will come from foreign ships," he says. American vessels subject to this tax may have reduced the per cent. of their tonnage dues by carrying American sailors, one for each thousand tons of vessel.

The following list has been compiled of liners totally lost last year. It will be noticed that under the term "liner" have been included cargo vessels running in regular service. The values are those given in these notes, and where no insurances on the hulls appear to have been placed in the market, the gross tonnage is substituted for the value. Many of the vessels carried general cargoes, so that it has not been possible to ascertain the total interest involved, and in several instances insurances on disbursements, freight, &c., have been effected in addition to those on the hulls:—

Anglo-African	236,000	Mae	240,000
Alhadi	15,000	Mahratta	52,000
Akbar	16,850	Nautica	(2687 tons)
Alma	45,000	Oakenfels	15,000
Dahomey	16,900	Osipenko	(5,204 tons)
Dore	14,500	Presidente	Ros 13,000
Edvard Bohlen	(2272 tons)	Republie	228,300
Egypte	21,000	(228,300)	insur.
Ganon	7,500	Ed in market	
Gouverneur	20,000	Slavonia	90,000
Hettia	12,000	Southern Cross	54,000
La Seyne	(2379 tons)	Umlahli	40,000
Langton	61,000	Wyntath	150,000
Lauriston	16,000		
Lusania	(100,000)		
	120,000	Total	£1,490,150

Mr. Balfours declaration in favour of free port areas for the purposes of the transshipment trade has naturally attracted a good deal of notice from shippers, says a London contemporary. It has been obvious from the first that under a General Tariff this class of business would be considerably interfered with unless special arrangements were made, and

free port areas represent the special arrangements which have found favour on the Continent. The German Empire, it appears, has as many as nine free port areas, varying in extent as follows:

	Acres.		Acres.
Hamburg ..	2,537	Emden ..	202
Bremerhaven ..	667	Stettin ..	152
Cuxhaven ..	140	Brake ..	42
Gossemünde ..	93	Danzig ..	1
Bremen ..	225		

Some 80 per cent. of the vessels engaged in the foreign trade of the German Empire enter and clear at these nine ports. Their free-port areas, it will be seen, vary considerably in extent, probably to a large degree with the size and position of the port itself. Thus Hamburg will have a transshipment trade such as German Baltic ports could not hope to attain. Other free-port areas on the Continent are as follows:

	Acres.		Acres.
Trieste	103	Copenhagen	146
Fiume	29	Sulina ...	(3 miles)

At the two Austro-Hungarian ports, we are told 77 per cent. of the vessels engaged in the foreign trade of the country enter and clear. At Copenhagen the proportion is about 46 per cent. At Sofia the free-port area consists of three miles of the Sulin branch of the Danube. The working principle is, of course, that goods do not become dutiable until they pass outside the free area, so that within that area they can be handled and transhipped without difficulty.

In some instances, it seems, goods are not only transhipped at Continental free ports, but are blended and even subjected to manufacturing processes. Thus at Hamburg goods are completely altered in character by various industries carried on within the free zone. At Bremen, on the other hand, no industrial operations affecting the dutiable value of the articles is permitted. Quite possibly the privileges of Hamburg represent special concessions. Hamburg for a long time stood outside the German Customs Union, and was eventually induced to come in on attractive terms. But, be the difference what they may, Continental countries seem to have settled this question very satisfactorily so far as they are concerned.

Liverpool steamship owners are probably right, therefore, in thinking that in much the same way as Continental countries have protected their transshipment trade, that of the Mersey could be equally safeguarded. But it is not only Liverpool which has to be considered. There is London, with its long line of river and its scattered docks. It certainly could not be left out of account, for its transshipment trade is at least as important as that of Liverpool, because of its contiguity to the Continent. Then there are big ports like Glasgow, Bristol, and Hull. They will scarcely be content to be treated differently from London and Liverpool, and there are a number of other ports which may not boast of much in the shape of transshipment trade, but which will be anxious to keep what they have got, and to attract more. The conclusion is that if a general tariff is adopted, the claims of the various ports of the country will have to be carefully weighed. But that it would be possible to adopt a system of free port areas in this country without great inconvenience can hardly be doubted. Liverpool, with its enormous ocean trade, is, at any rate, quite convinced of it.

It is pretty generally known that cargo-boat companies have experienced heavy losses in recent years. *Fair Play* publishes a table, dealing with the accounts of seventy-five companies, with suggests a truly disastrous state of affairs. The figures relate in every case to working results made known in the course of 1909. In the year previous twenty-nine out of seventy-five companies had made a profit, and the total profit was £1,603,341 tons gross, the book value of which is £13,915,404, and investments, debts, cash, &c., total £1,445,946, the net amount owing by the companies being £3,539,105. It is remarked that if the companies had written off 5 per cent. on the cost, or 6 per cent. on the reduced book value, about £387,890 would have been absorbed. But the total profit from voyages was only £247,997, out of which they would have to pay £176,955 for interest on loans, &c., assuming it to be at 5 per cent., and a further sum for management fees, office expenses and other matters.

FREE IMPORTS INTO VLADIVOSTOK.

PRIVILEGE TO GOODS FOR CHINA.

An Order has been issued by the Russian Customs Office at Vladivostok providing for the admission duty-free of Chinese or other foreign goods destined for China via Honchun (Chien-tao). The following provisions, says the *Deutsch Japan Post*, now apply to these goods:—

(1) Under the Order of March, 1894 (Russian calendar) relating to the transit of foreign goods through Russia, these goods must be accompanied by bills of lading on land and on sea.

(2) At the port of shipment the inscription "For Honchun" must be placed on the bill of lading.

(3) At Vladivostok these goods will be subject to examination as provided, and will be handed over to the consignees in exchange for the deposit of guarantee money equal to the amount of duty. At the same time a duty-free certificate will be drawn up, and the goods specially marked.

(4) On the goods being exported to China the certificate must be presented to the Customs authorities at Honchun, and a declaration made that the goods are to be sent into China.

Russian goods exported to Manchuria via Honchun will be privileged with the reimbursement of excise paid.

Presumably the guarantee money referred to in paragraph 3 will be returned at Honchun, though this is not stated.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

FIRST DAY.

Tuesday, February 15th.

The Officials of the Jockey Club are—

Stewards—

His Excellency Sir F. J. D. Legard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Maj. Genl. R. G. Broadwood, C.B., Commis. Hon. Sir R. N. The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. W. J. Gresson, F.R.S., Deacon, Esq.; Major W. A. Eaton, H. J. Gedge, Esq.; J. A. Japp, Esq.; Capt. F. W. Lyons, M. J. Stabb, Esq.; H. P. White, Esq.

Stewards in charge of the Scale—H. J. Gedge, Esq., and Capt. F. W. Lyons.

Racing Clerk—Major W. A. Eaton and J. A. Japp, Esq.

Judge—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge—Major W. A. Eaton.

Starter—The Hon. Sir Henry May, K.C.M.G.

Second Starter—M. W. Slade, Esq.

Time Keeper—T. B. Forrest, Esq.

Hon. Treasurer—J. F. Cox-Edwards, Esq.

Clerk of the Course—T. F. Hough, Esq.

At the Happy Valley yesterday the annual race meeting promoted by the Hongkong Jockey Club was started in favourable weather conditions. The race may be classed as the premier sporting and social event of the year, for without doubt they attract larger attendances than any other sporting or social function. On this occasion there are gathered together round the pretty little course at the Valley the most of Hongkong's inhabitants. The grandstand yesterday, as in former years, was a mass of colour, the racing array of European ladies and the silken robes of the Chinese, as well as other bright Oriental dresses, lending an attractive appearance to the cosmopolitan crowd present. A cool breeze prevailed throughout the day, and the heat of the sun was tempered by a cloudy sky. As usual, every sign of advantage was utilized, and in addition to the crowded stands around the course the inner enclosure was well filled with natives, while black rock and parts of the hillside were crowded with Chinese. The stands in the enclosure were dressed with flags, and a useful innovation was introduced in the form of an indicator which across the off-side of the course. The result of a race could be seen from this from most parts of the grand stand. The band of the Buffs was in attendance, and played selections of music throughout the day.

His Excellency the Governor, accompanied by Captain Mitchell-Taylor, A.D.C., and Captain Simson, Private Secretary, arrived before the second race was run, and was welcomed by Mr. T. F. Hough as Clerk of the Course. Vice-Admiral Baron Kinnaird was also the guest of the Jockey Club, and was received by the Governor in the vice-regal stand. There were many present who regretted the absence of one familiar figure, Mr. H. N. Mody, owing to a recent bereavement, was unable to attend. On this occasion a new rider entered the lists. It was Captain Mitchell-Taylor, A.D.C., Captain Taylor had several mounts, but no success. Perhaps he will have better luck to-day. A peculiar coincidence in yesterday's racing was that a pony with the unlucky No. 13 twice won, and backers had the satisfaction of receiving good dividends. In the race for the Victoria Stakes the standing record for the mile was broken by Little Gem Rose, who completed the distance in one and two-fifths seconds under the previous fastest time. The previous record time was established in 1905, and equalled in 1909, when Messrs. Toog and Spilman's Sultaj covered the distance in 2 min. 05.25 secs. The latter time was also lowered by Meynell yesterday by three-tenths of a second. The arrangements of the Jockey Club officials were, as customary, excellent, and they are to be congratulated on the success of the first day of the meet—a success which will no doubt be repeated to-day and to-morrow.

THE WONG-NEI-CHONG STAKES. Winner \$400. Second \$150. Third \$75. For China Ponies, subscription griffin of this season 1909-1910. Weight for inches as per scale. Entrance \$10. Half a mile.

Mr. Ellis Kadourie's Serbian Chief, 11st 11lb (Mr. Moller) 1

Mr. Johnston's Hartwood, 11st 4lb (Owner) 2

Mr. Billiard's Snooker, 11st 1lb (Mr. Master) 3

Mr. Magpie's Job Trotter, 10st 7lb 5lb (Mr. Kremer) 4

Mr. Volmer's Bearcat, 10st 4lb (Mr. Blair) 5

Mr. Q. T. Larus, 10st 10lb 5lb (Mr. Morley) 6

Major W. A. Eaton's Pittman, 10st 13lb 1lb overweight (Mr. Fitzherbert) 7

Mr. Ottery's Tralade, 11st 4lb (Mr. Crighton) 8

Mr. Beth's Lightfoot, 11st 4lb (Mr. Burkill) 9

Mr. Bonae's Bintang Pindar, 1st 1lb (Mr. Laurence) 10

Admiral Lambton's Double Dragon, 10st 7lb 1lb overweight (Mr. Heathcote) 11

Captain Mitchell-Taylor's Goshawk, 10st 7lb 5lb allowance (Owner) 12

Mr. Gilpin's Decalver, 10st 10lb 5lb allowance (Mr. Henriques) 13

The large field of thirteen good starters in the opening event, and after considerable delay were despatched together. Lightfoot and Hartwood took the lead, and the former made the pace until the straight was entered, when Hartwood challenged and drew ahead. Serbian Chief and Snooker disputed his position, and an excellent race home resulted, the Chief passing the winning post about a length ahead of Hartwood, who gained considerably on Snooker.

Time—1 min. 02 2/5 sec.

Par Mutual Cash Sweep.

Winner: \$240 Ticket No. 53 \$248.85

1st \$50 2nd \$50 3rd \$19

4th \$19 5th \$19 6th \$19

7th \$19 8th \$19 9th \$19

10th \$19 11th \$19 12th \$19

13th \$19 14th \$19 15th \$19

16th \$19 17th \$19 18th \$19

19th \$19 20th \$19 21st \$19

22nd \$19 23rd \$19 24th \$19

25th \$19 26th \$19 27th \$19

28th \$19 29th \$19 30th \$19

31st \$19 32nd \$19 33rd \$19

34th \$19 35th \$19 36th \$19

37th \$19 38th \$19 39th \$19

40th \$19 41st \$19 42nd \$19

43rd \$19 44th \$19 45th \$19

46th \$19 47th \$19 48th \$19

49th \$19 50th \$19 51st \$19

52nd \$19 53rd \$19 54th \$19

55th \$19 56th \$19 57th \$19

58th \$19 59th \$19 60th \$19

61st \$19 62nd \$19 63rd \$19

64th \$19 65th \$19 66th \$19

67th \$19 68th \$19 69th \$19

70th \$19 71st \$19 72nd \$19

73rd \$19 74th \$19 75th \$19

76th \$19 77th \$19 78th \$19

79th \$19 80th \$19 81st \$19

82nd \$19 83rd \$19 84th \$19

85th \$19 86th \$19 87th \$19

88th \$19 89th \$19 90th \$19

91st \$19 92nd \$19 93rd \$19

94th \$19 95th \$19 96th \$19

97th \$19 98th \$19 99th \$19

100th \$19 101st \$19 102nd \$19

103rd \$19 104th \$19 105th \$19

106th \$19 107th \$19 108th \$19

109th \$19 110th \$19 111th \$19

112th \$19 113th \$19 114th \$19

115th \$19 116th \$19 117th \$19

118th \$19 119th \$19 120th \$19

121st \$19 122nd \$19 123rd \$19

124th \$19 125th \$19 126th \$19

127th \$19 128th \$19 129th \$19

130th \$19 131st \$19 132nd \$19

133rd \$19 134th \$19 135th \$19

136th \$19 137th \$19 138th \$19

139th \$19 140th \$19 141st \$19

142nd \$19 143rd \$19 144th \$19

145th \$19 146th \$19 147th \$19

148th \$19 149th \$19 150th \$19

151st \$19 152nd \$19 153rd \$19

154th \$19 155th \$19 156th \$19

157th \$19 158th \$19 159th \$19

160th \$19 161st \$19 162nd \$19

163rd \$19 164th \$19 165th \$19

166th \$19 167th \$19 168th \$19

169th \$19 170th \$19 171st \$19

172nd \$19 173rd \$19 174th \$19

175th \$19 176th \$19 177th \$19

178th \$19 179th \$19 180th \$19

181st \$19 182nd \$19 183rd \$19

184th \$19 185th \$19 186th \$19

187th \$19 188th \$19 189th \$19

190th \$19 191st \$19 192nd \$19

193rd \$19 194th \$19 195th \$19

196th \$19 197th \$19 198th \$19

199th \$19 200th \$19 201st \$19

202nd \$19 203rd \$19 204th \$19

205th \$19 206th \$19 207th \$19

208th \$19 209th \$19 210th \$19

THE VALLEY STAKES.—Winner \$500. Second \$150. Third \$75. For China Ponies, bona fide griffin on date of entry. Weight for inches as per scale. Subscription griffin of this season 1909-1910 allowed 7lb. Entrance \$10. Three quarters of a mile.

Mr. F. B. Marshall's Maple Tree, 10st 12lb (Mr. Vida) 1

Mr. John Peel's Silverton, 10st 12lb (Mr. Johnston) 2

Mr. Ellis Kadourie's Serbian Chief, 10st 12lb (Mr. Moller) 3

Mr. Buxey's Dwarf Rose, 10st 12lb (Mr. Burkill) 4

Mr. Dryadest's Barrow, 10st 12lb (Mr. Laurence) 5

General Broadwood's Barrow, 11st 1lb (Mr. Heathcote) 6

Mr. T. F. Hough's Cadow's Dream, 11st 1lb (Mr. Master) 7

This race started in the football field, and as the ponies emerged from the bushes Maple Tree led from Barrow with Dwarf Rose third, Cadow's Dream fourth and Silverton fifth, the order being close. Ascending the incline the blue jacket of Silverton's rider was well in the van. Cadow's Dream running second and the Rose third. Silverton maintained premier position rounding the village, and the field closed as the straight was approached. In the home run Maple Tree drew level with Silverton, and Belgian Chief forged ahead of the rest of the field drawing closer on the leaders. The final lengths of the race proved very exciting, Maple Tree just matching victory from Silverton by a neck, while a like distance divided the second pony from the Chief.

Time—1 min. 33 3/5 sec.

Par Mutual Cash Sweep.

Winner: \$19 No. 125 \$485.10

1st \$50 2nd \$50 3rd \$19

4th \$19 5th \$19 6th \$19

7th \$19 8th \$19 9th \$19

10th \$19 11th \$19 12th \$19

13th \$19 14th \$19 15th \$19

16th \$19 17th \$19 18th \$19

19th \$19 20th \$19 21st \$19

22nd \$19 23rd \$19 24th \$19

25th \$19 26th \$19

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS
UNVARIABLE FOR
THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

INSURANCES

**NORTH BRITISH AND MERICAN
TILE INSURANCE COMPANY.**
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS at 31st December, 1908
£19,121,310.

I. Authorized Capital... 26,000,000
Subscribed Capital... 3,275,000
Paid-up Capital... 1,212,500 0 0
II. Fire Funds... 3,204,753 7 10
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN TOMES & CO.,
Agents.
Hongkong, 15th January, 1909. [308]

ACCIDENT AND SICKNESS INSURANCE.

**THE GENERAL ACCIDENT, FIRE, AND
LIFE ASSURANCE CORPORATION,
LIMITED,** is prepared to extend the benefits
of its well-known "HOME" Policies to Hongkong.
Fire Risks also Accepted at Current Rates.
For Prospectus and Particulars, apply to—
W. G. HUMPHREYS & CO.,
Agents.
Hongkong, 18th January, 1910. [187]

NOTICE

HAVING been appointed AGENTS in
Hongkong for the **WATERMAN ASSURANCE
COMPANY**, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

APIOLINE (CHAPOTEAUT)



LADIES
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tansy, Stoea, and Pandy royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

108-5

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI

CODE WORD "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	964 "
Width of Entrance on Bottom...	864 "
Water on Blocks at Spring Tides...	344 "
DOCK No. 1.	
Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tides...	64 "
DOCK No. 2.	
Extreme Length...	371 feet.
Length on Blocks...	350 "
Width of Entrance on Top...	64 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tides...	22 "

PATENT SLIP.
Suitable for vessels up to 1,000.
THE WORKS are well equipped with
the LATEST PLANTS and APPLI-
ANCES to undertake BUILDING and
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIALS is
always kept on hand.
THE COMPANY has the powerful steam-
er "OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [805]

NOTICES TO CONSIGNEES

**NORDDEUTSCHER LLOYD BREMEN,
IMPERIAL GERMAN MAIL LINE.**

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Tobacco and Valuables, are being
landed and stored at their risk into the
Godowns and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godown, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 18th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst. at 9.30 a.m.
All Claims must be presented before the 22nd
inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

This Steamer brings Cargo
Ex. S.S. "BARRABO" from Venice via
Port Said.
Ex. S.S. "BENEGAL" from Smyrna via
Naples.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.**
Hongkong, 14th February, 1910. [5]

**NAVIGAZIONE GENERALE
ITALIANA.**
(Florida and Rabatino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.
THE Steamship

"ISCHIA"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., Kowloon, whence
delivery may be obtained. Perishable Goods to
be taken delivery of immediately.
All Claims must be sent to the Office of the
undersigned before Noon on the 21st inst., or
they will not be recognized.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th inst. at 9.30 a.m.
No Fire Insurance has been effected.

**CARLOWITZ & Co.,
Agents.**
Hongkong, 14th February, 1910. [4]

TOYO KISEN KAISHA
NOTICE TO CONSIGNEES.

THE Steamship

"KIYO MARU"

having arrived, Consignees of Cargo are hereby
informed that their Bills of Lading for
counter-signature, and take immediate delivery
of Cargo along with the discharge of the vessel
will be landed at once at Consignees' risk and
expense.

Cargo remaining on board after SATURDAY,
the 19th inst., 1910, at 4 p.m., will be landed
and stored at Consignees' risk and expense.

No Fire Insurance, whatever will be effected.
All Cargo undelivered SATURDAY, the 19th
inst., 1910, will be subject to rent.

All chafed and otherwise damaged Cargo will
be examined MONDAY, the 21st inst., at 10 a.m.
No Claims will be admitted after the Goods
have left the Steamer or Godown.

**N. YAMADA,
Acting Manager.**
Hongkong, 15th February, 1910. [292]

**S.S. "ERNEST SIMONS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE

CONSIGNEES of Cargo from London as
s.s. "Dordogne" and "Charente" from
Havre ex.s.s. "Metz" from Bordeaux ex.s.s.
"V. d'Arna" "V. de Lille" "V. de Cotte" and
"Dunkerque" in connection with above
Steamer are hereby informed that their
Goods, Tobacco and Valuables, are
being landed and stored at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
indication is received from the Consignees
before 10 a.m. To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
the 21st inst. at Noon, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 21st inst., or they will not be recognized.
All damaged packages will be examined on
the 21st inst., at 3 p.m.

No Fire Insurance has been effected.
**P. THOMAS,
Agent.**
Hongkong, 14th February, 1910. [2]

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, HULL,
LONDON AND SINGAPORE.
THE Steamship

"GLENARON"

Capt. B. Woolfenden, having arrived from the
above Ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, and stored at Consignees' risk and
expense.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be ex-
amined on MONDAY, the 21st inst. at 3 p.m.

All claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 21st inst. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by—
**SHEWAN TOMES & CO.,
Agents.**
Hongkong, 14th February, 1910. [287]

LOCAL SPORT.

YACHTING.

S.E.K.T.O.

The seventh Club Race were sailed on
Saturday, the 12th February, in a fresh breeze.
The start was made at 2.30 p.m. for
the handicap class and at 2.50 p.m. for the One
Design Class. In the former there were seven
competitors.

Vernon sailed by Mr. H. P. Tooker
Dione "Mr. A. G. M. Fletcher
Erica "Mr. A. Danson
Kathleen "Miss Wedd, R.E.
Ada "Mr. B. Chapman
Ayesha "Captain Clark

The boats made a fairly even start except the
Erica, which started late on the starboard tack,
but the three larger ones, Vernon, Dione, and
Erica, soon took the lead. The latter stopped
out in this style in the strong wind and she would
have rounded the first mark, Lyseum Beacon,
first if she had not slightly oversteered, and
thereby allowed Vernon and Dione to
cut in, the two latter rounding almost together,
and a few seconds ahead of her, but unfortunately
a collision occurred here between Dione and
Erica, whereby they both lost time and gave
the lead to Vernon, the remainder of the fleet
being some distance behind. It was now a run
to the East Rock Buoy, which was rounded by
Vernon about half a minute ahead of Erica
and Dione, who were practically together at the
mark, but again fouled each other, with more
serious consequences, for Erica's main sheet
getting caught in Dione's tiller broke the latter.
Mr. Fletcher was obliged to retire from the
race. Kathleen now took second place, and
sailing well appeared as if she would save her
time when Vernon rounded the Lyseum Beacon
again, but on the run home the latter increased
her lead somewhat and the boats finished in the
following order:—

Vernon ... 4 27 18 (2) 4 27 18
Kathleen ... 4 33 45 (3) 4 33 45
Erica ... 4 33 54 (4) 4 33 54
Ada ... 4 35 40 (4) 4 35 40
Ayesha ... 4 37 20 (1) 4 37 20
Dione ... 4 45 40 (6) 4 45 40

The marks are now as follows:—
Vernon ... 4 27 18
Kathleen ... 4 33 45
Ada ... 31
Dione ... 23
Erica ... 16
Ayesha ... 14

ONE DESIGN CLASS.
For the 7th Club Race, only 4 boats turned out,
Alannah again being absent from the Club moor.

Haleyson was away first, with Bonito to leeward
and Alannah and Daphne astern. Haleyson pointed
higher than the others, and when the Beacon
was rounded she was 11 minutes ahead, Alannah
rounding about a length ahead of Bonito, with
Daphne some way astern.

The order remained unchanged on the run
down to the East Rock Buoy, but Bonito dropped
astern. Bating back to Channel Rocks the
rear boats came up a bit on Haleyson, but she
still had a good lead and won her sixth club race
with a minute to spare.

FINISHING TIMES.
Haleyson ... 4 28 40
Alannah ... 4 29 45
Bonito ... 4 31 0
Daphne ... 4 35 32

MARKS.
Haleyson ... 31
Bonito ... 21
Alannah ... 9
Daphne ... 6
Alannah ... 3

On the 14th inst. both classes again turned
out for a Sweepstake of \$5.00 each boat and the One Design class
for a handsome cup presented by Mr. J. N.
Mody.

The handicap boats started at 11.30 a.m.
and the One Design at 11.40 a.m. The
courses were as follows:—Handicap Class—
Lyseum Beacon (port) North Fairway Buoy (port)
and home. One Design Class—Channel
Rocks (port) North Fairway Buoy (port)

The handicap class consisting of Vernon,
Dione, Kathleen, Erica, Ada and Ayesha, made
a nice start in a fresh easterly breeze somewhat
variable in direction in different parts of the
harbour. The Erica followed by Vernon at first
took the lead, but Dione picking up a S.E.
breeze rounded the Beacon first, Erica,
Vernon and Kathleen together, and in the
operation Kathleen's sheet getting jammed the
run into the Vernon, both boats receiving
some slight damage and losing time. On
the run to the Fairway Buoy the Vernon passed
the leaders by getting a lucky stroke of wind,
but before the mark was reached the Dione was
favoured in the same way and again took the
leadership, rounding the Buoy about two seconds
ahead. On the beat back the wind was
very fluky, and the larger boats did not appear
to do so well in comparison as some of the
smaller ones, the Kathleen especially, and the
final result was as follows:—

Dione, receiving 2min. ... 1 38 11
Vernon, scratch ... 2 0 11
Erica receiving 4min. ... 2 0 11
Kathleen ... 2 2 29
Ada ... 2 3 51
Ayesha ... 2 6 51

Ayesha was therefore the winner, with
Kathleen 2nd, Ada 3rd, Erica 4th, Dione 5th,
and Vernon 6th.

THE MODY CUP.
The course was from the usual starting line
off the Club House round Channel Rocks (port),
north Fairway Buoy (port) and back to the
starting line.

The starting gun went at 11.40, when the
following boats crossed the line in the order
named:—Haleyson (Mr. Mosey), scratch; Alannah
(Mr. Jameson), 1 minute allowance; Alannah II.
(Mr. Hett), 3 minutes allowance; Daphne (Lieut.

Shannon, R.N.), 3 minutes allowance. All the
boats made the Channel Rocks on the starboard
tack with a good breeze and rounded the mark
in the following order:—Haleyson, Alannah II.,
Daphne and Alannah. On the run down the boats
kept the same order, but Alannah overtook Daphne
at the mark. On the beat back Alannah's jib sheets
carried away and her chance of saving her time
on the two leading boats was lost. Daphne lost
considerably by going in towards the Yauwatt
shore. Haleyson tacked down the middle of the
harbour and eventually crossed the line first, but
Alannah II. with 20 seconds in hand, finished
next and won.

Times of finishing Actual Corrected
Haleyson ... 1 54 8 (2) 1 54 8
Alannah ... 1 51 49 (1) 1 51 49
Ada ... 1 57 46 (3) 1 56 46
Daphne ... 2 3 22 (4) 2 0 22

Afterwards the Commodore of the Club, Mr.
A. Danson, presented the Cup to Mr. F. P.
Hett, owner of Alannah.

Photos were taken by Mess Cheung of the
start of the 7th Club Race on Saturday.

FOOTBALL

The third attempt to decide whether
Kowloon or the Bedford should enter the
semi-final of the Shield competition takes place
this afternoon at the Happy Valley. Kowloon
will be represented by Foulkes, Lapsley and
Van Ginkel; Morris, Cooper and C. Wilkie;
Hoddy and Gray; Brown; P. Wilkie and Mond.
H.M.S. Kent also meet R.E. in the Soldiers'
Club competition this afternoon on the Military
Ground.

THE SITUATION IN TIBET.

SERIOUS CHINESE-TIBETAN DIFFERENCES.

Private advices from a well-informed source,
says the "Times" of the 14th ult., disclose the
serious situation which has arisen in Tibet
owing to the constant friction between the
Chinese authorities and the Tibetans. The
Viceroy, Chou, does not seem to exercise any
real power, which apparently lies in the hands
of Lien and Wen, the senior and junior Ambans
resident at Lhasa. Six mandarins administer
the civil power but ignore the wishes of the
Tibetan public and of the committees or
councils who are supposed to assist them.

The position has become so intolerable that
representatives of the Chinese government
arrived in Calcutta and sent a long telegram on
December 8 to the Viceroy, praying the
Emperor of China to interfere in the interests
of the sacred Buddhist religion.

The telegram accuses the Ambans of the
desecration and destruction of monasteries, and
states that many Lamas have been killed by the
non-Buddhist soldiery, and that the people in
many districts are subjected to cruel oppression.

It further declares that the proposal of the
committees, that the British guards which have
been withdrawn from the newly opened trade
marts should be replaced by Tibetan police
trained under Chinese officers, has been rejected,
and that Chinese soldiers have been sent instead.

THE PETITION TO CHINA.
According to a free translation, a portion of
the telegram runs:—"We cannot bear further
ill-treatment. If more troops come, our power
will be lost, and the Dalai Lama will remain
in sorrow. Tibet is a holy place. If the existing
system of law be abolished, the Buddhist
religion will surely be lost. The Tibetans are
more for religion than for their lives. The
Dalai Lama pointed out these mistakes from
his camp to the Resident, but his disregard
of his letter. The Saroon of Tibet prolonged
his journey. Many interruptions occurred.
Therefore the Tibetans stopped supplies for
Lien. If the Ambans and the troops are not
withdrawn all Tibetans will probably revolt
and much trouble will follow. The message
closes with a prayer to the Emperor to treat
the Tibetans kindly as he has done heretofore,
and thereby earn their perpetual gratitude.

At the time when the telegram was sent the
Dalai Lama had not reached Lhasa, but he has
arrived there since.

The statement as to the desecration of
monasteries seems to be true, and sacred books
have been used to make boots for non-Buddhist
soldiers. It is reported that armed bands of
Tibetans are now free to face with troops at
Chamdo, and a conflict is possible.

There are only 200 Chinese soldiers at Lhasa
itself. The committee have received no reply
from Teking, though reminders have been sent.
It is believed that the Viceroy, neglects to
place the appeal before the Emperor.

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FOR THE HAIR
Is the Best Preparation you can use.
WHY?

BECAUSE without it the hair becomes
dry, thin, brittle, and falls out. It
nourishes the hair, and keeps it in the
hair, the loss of which causes
baldness.

BECAUSE you must keep the hair well
moistened and not dry, or you will soon
lose it.

Ladies require it to keep the hair soft
and sleek.

Men require it to prevent baldness.

Children require it to lay the foundation
of a beautiful growth. Sold in
a Golden Color for Fair Hair. Of
Harrison, Gurney, and Co., Ltd., 107,
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imitations and only buy the
genuine Rowland's.

THE UNPAID KILLER
Fatal to insect life—
harmless to everything
else. Sold in tins and
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be sure you
get—

KEATING'S
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Kills
Flies,
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Bees, etc.

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Guarded against Infection. Calvert's 20% Carbolic Soap.

Among the special purposes for which this power-
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popularity as a safeguard against infection, as a
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antiseptically cleansing their bites.

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You will appreciate the feeling of thorough purifica-
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delicately perfumed soap, while its pure quality meets
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is most serviceable in warm climates as a preventive
of prickly-heat or other skin irritation. Well adapted
for regular bath and toilet use by its purity, antiseptic
properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

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prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina.
Vitality and Force to Men, Women and Children.

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Hongkong, 16th October, 1907. [1565]

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 17th Feb.	Freight and Passage.
SHANGHAI	DELTA	1 P.M. 18th Feb.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	1 P.M. 19th Feb.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 23rd Feb.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th February, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"HINANG"	On 16th Feb. 10 A.M.
SHANGHAI	"CHENAN"	On 17th Feb. 4 P.M.
MANILA	"LINAN"	On 20th Feb. 11 P.M.
SHANGHAI	"TAMING"	On 22nd Feb. 3 P.M.
SHANGHAI	"CHINHUA"	On 24th Feb. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th March, 12 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian New Zealand and Tasmania Ports.

MANILA TWIN SOWEY STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th Feb. for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SOWEY STEAMERS "ANHUI" "CHENAN" "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, 45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 20th February
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February.

For Further Particulars apply to
Hongkong, 29th January, 1910.MELOHRS & CO.,
AGENTS.

6

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed. 16th Feb. Noon.
KOBE	"ONANG"	Friday, 18th Feb. Daylight.
SHANGHAI	"LIENSHING"	Friday, 18th Feb. Noon.
MANILA	"LOONGSANG"	Friday, 18th Feb. 4 P.M.
SHANGHAI	"CHOYSANG"	Saturday, 19th Feb. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th Feb. Noon.
SHANGHAI	"YUENSANG"	Saturday, 19th Feb. 4 P.M.
MANILA	"KUTSANG"	Friday, 25th Feb. 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMKANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newohang. Telephone No. 215, Sul. Exch. 4.

‡ Taking Cargo on through Bills of Lading to Kufat, Lahad, Dait, Simporna, Tawa Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAINUN"	SWATOW	WED. 16th Feb. at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOCHOOW	FRIDAY, 18th Feb. at 10 A.M.
"HAIHING"	SWATOW, AMOY and FOCHOOW	TUESDAY, 22nd Feb. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—

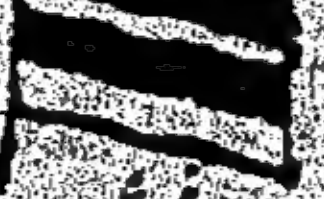
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th February, 1910.

13

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	TONS	SAILING DATE.
MARSHILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED. 2nd Mar. at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED. 16th Mar. at Daylight.

VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Sato	6,500	WED. 16th Mar. from YOKOHAMA.
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VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SAWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 23rd Mar. at Noon.
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Feb. at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th Mar. at Noon.

NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED. 16th Feb. at Noon.
	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 17th Feb. at Noon.

MOJI, KOBE & YOKOHAMA	SHINANO MARU Capt. K. Sato	7,000	SUNDAY, 20th Feb. at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. Evans	5,000	TUESDAY, 22nd Feb.

SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Motter	5,000	THURSDAY, 24th Feb.
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† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 14th February, 1910.

13

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	A. Fraser	Manila	On 19th Feb. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 25th Feb. 5 P.M.

For Freight or Passage apply to
Hongkong, 16th February, 1910.

SHEWAN, TOMES & Co.,
General Managers.

12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo of Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE & HAMBURG
FOR SHANGHAI, KOBE & YOKOHAMA	S.S. SEGOWIA
S.S. C. FELD LAHSE	27th Feb.
S.S. LIBERIA	12th March
S.S. ALESIA	26th March
Further Particulars, apply to—	

HAMBURG-AMERIKA LINIE,
Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Feb. 26th, at Noon.
S.S. BUYO MARU	10,500 "	" April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	" June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

1462

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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Head Office for the Far East—
16, DES VUEUX ROAD, HONGKONG.

Japan Office—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	First half of Feb.	JAPAN	Second half of Jan.
TJILATJAP	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TJILIWONG	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TJIKINI	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TJIPANAN	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TJIBODAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor, Hongkong, 2nd February, 1910.

Telephone No. 375.

16

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Gotoh	6,182	WED. 23rd Feb. at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED. 23rd March at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson	4,416	FRIDAY, 4th March, at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WED. 16th Feb. at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOOW	"BUJIN MARU" Capt. Y. Furusono	THURSDAY, 17th Feb. at Daylight.
TAMUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. Murayama	THURSDAY, 17th Feb. at Noon.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cabin.

The Newly Built Steamers "CHOSEU MARU" and "BUJIN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

5771

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	P.M. SATURDAY	Steamer	Tons
ASSAYE	7500	February 19	PERLA	7951
DELTA	8000	March 5	MAIWA	11000
MACEDONIA	10500	March 19	(Through Steamer Call at SINGAPORE)	
DEVANEH	8000	April 2	MONGOLIA	10500
ASSAYE	8000	April 16	MARMORA	10500
DELTA	7500	April 30	MOORE	11000
DELHI	8000	May 14	MOULTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong or at the Line of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £103.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Tamsham) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tonnage	Leave HONGKONG	Due LONDON
SUMATRA	4600	February about	March about
NYANZA	5700	February 23	March 26
SUNDA	5700	March 23	April 2
NILE	6594	April 20	May 4
SARDINIA	6570	May 4	May 18
NORSE	6700	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £36.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1076

